

Wilmington Journal.

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ATTACHMENT IN ALABAMA.

The white people of Alabama deserve, and they doubtless receive, the sincerest sympathy of all true men in every section of the country. They are not suffering greater wrongs or grosser outrages, however, than those their brethren in North Carolina have been compelled to undergo. We had to bear the brunt of the storm a while back, and now it is their turn. We feel sure we need not remind them that a brave heart is the best thing with which to fight the minions of Mr. Attorney General Williams, the man to whom the President has virtually abandoned his powers.

Of course the purpose of the Alabama outrages is to influence the approaching election, but that it will signify fail there can be little reason to doubt, if all are as bold and fearless as Colonel Forsyth, the editor of the *Mobile Register*. His utterances are indeed worthy of commendation.

The Register says:

In our local columns it has been announced that the three citizens of Sumter county have been brought to this city in irons by U. S. Marshal Kelly, on a warrant sworn out by the unknown person, to answer to the charge of the murder of Billings with a view to the intimidation of negro voters. The last suggestion is to give color of justification to the United States authorities and bring the prisoners within the reach of the enforcement acts. The prisoners are to have a hearing before a United States Commissioner in this city to-day. The *Register* will contain a full and careful report of the examination as far as it takes place. In the meanwhile the citizens of Sumter county have but one opinion of the cause and meaning of these arrests. These citizens are, as they believe, the palpable victims of an electioneering plan, to save the place. In the meanwhile the citizens of Sumter county have but one opinion of the cause and meaning of these arrests. These citizens are, as they believe, the palpable victims of an electioneering plan, to save the place. In the meanwhile the citizens of Sumter county have but one opinion of the cause and meaning of these arrests. These citizens are, as they believe, the palpable victims of an electioneering plan, to save the place.

But this Convention, in the Constitution it framed, did not entirely cut off the means of relief, should it, too, prove oppressive. It left the methods of amendment and the mode of calling a Convention as they found it in the Constitution of 1835. They reaffirmed it *in toto*.

Thus we have seen what constitutes a convention of the people; we have seen the impediments thrown in the way of calling one for light and transient causes; we have seen the forum given to call one when necessity arises; and we see the sovereign power of the people, and the right to call one against the abuse of trust by their deputies.

Now, every Conservative, without exception, admits the need of Constitutional reform. Why then should there be longer doubt or hesitation when necessity, right, power, opportunity all combine to invite and urge to immediate action?

AN OLD CLASSMATE.
We find in the *Memphis Appeal* the following notice of an old friend and classmate at the University of North Carolina, who has been nominated for the Legislature in Tennessee.

While it will be most gratifying to Col. Galloway's numerous friends in this State, to know that he is so highly appreciated in the home of his adoption, we can assure those people that no truer or more trust-worthy man lives, nor one in whom they can more safely confide their interests. In every position in life, as boy and man, he has proved himself worthy of the confidence of his fellow-citizens. His success in his present canvass will be as pleasant to us as it will be beneficial to his constituents.

THE HILLSBORO READER.
The Hillsboro *Recorder*, in a very able article urging upon the Legislature the absolute necessity for a Constitutional Convention, refers to the popular misconception as to the true idea of what a Convention really is—a body supposed to be entirely distinct from, and above the people, independent of them, having plenary and irresponsible powers; a body coming into existence by legislative will, to loose to prey upon laws and Constitutions without restraint, and to fasten upon the people just such a name of government as chance or caprice or lusty passion may suggest.

The *Recorder* says that the difficulties which have been thrown around this exercise of popular majesty have had much to do with the fear that now attends the call of a Convention. Obstacles almost amounting to prohibitions have been the characteristic of all our Constitutions. The Constitution of 1776 seemed so perfect to our fathers, that there is not the slightest intimation given by which de-

fects in that instrument, sure to be developed by time, were to be made. Therefore, when the necessity came, the means to alter the Constitution had not been provided for. The *Recorder* continues:

The legislature of 1834 took the initiative in relief, and, while disclaiming all right and power themselves to alter the fundamental law, they adopted measures to ascertain the will of the people and to carry it into effect. They ordered an election to be held to ascertain the will of the people in calling a Convention. This Convention, we all know, met in 1835, and amended the Constitution so much to the satisfaction, that they, too, like the fathers of '76, thought it perfect, and never after were to be touched. They did go a little farther, it is true—they gave a power of legislative amendment, and a mode by which the Constitution might be called by the Legislature—both methods so trammelled by contingencies, as scarcely ever to be available.

The Convention of 1868 cannot be called a Convention of the people of North Carolina. It was called into existence by military power. Its work was not the work of the people of North Carolina. It was done by ex-soldiers of the United States army; by hangers on of that army when in a state of war, dropped when peace came or where plunder or political preferment seemed most promising; by negroes, lately liberated from the chains of slavery, ignorant of the meaning of the words they uttered and blindly unconscious of the trust they held; and lastly, by a few native whites, whose inducement to their mother State in the hour of her peril had rendered them competent to the oaths they took.

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convention—A Letter from Judge Manly.
The opinions of Judge Manly upon all questions have so long commanded the respect and confidence of the people of North Carolina that it is with great satisfaction we lay before our readers his emphatic endorsement of the position the JOURNAL has taken in the discussion now pending in regard to the calling of a Convention.

Judge Manly's letter is in reply to one asking the following questions:

1st. Do you think the best interests of the people of North Carolina require their Constitution, the "Canby Constitution" so-called, to be materially and speedily amended?

2d. If, in your opinion, material changes in the Constitution ought to be speedily made, which mode of making those changes, do you think the best interests of the people of North Carolina demand should be adopted, by Legislative enactment or that Convention?

3d. The Conservative-Democratic party having an undoubted two-thirds vote in each House of the General Assembly, what do you think is the duty of that party in reference to the calling of a Convention by the Legislature at its approaching session for the purpose of amending the Constitution?

JUDGE MANLY'S LETTER.
NEWBERN, Oct. 1st, 1874.
GENTLEMEN:—While I disclaim for my opinions all significance above those of my fellow-men, the emergency is believed to be sufficiently grave to demand an answer from every one to the questions you put. It is, therefore, from a sense of duty as well as courtesy that I reply to your letter of the 29th ult.

1. The Constitution ought, in my judgment, to be amended in many material respects, and it should be done at once, as indispensably preliminary to useful legislation. There is no person in the State, it seems to me, who has the sense to form a judgment upon the subject at all, and who, at the same time, is capable of freeing himself from the blinding effects of prejudice and self-interest, who does not understand and acknowledge this. Many of its provisions are foreign to our habits and modes of life, unsuited to the condition of our people, cumbersome and expensive to administer, and in many instances, with an arrogant use of moral platitudes and exhortations, is unintelligible or absurd in parts, and has many matters crystallized into constitutional law which belong to the evanescent and changeable ideas of the day and ought to have been left to the domain of ordinary legislation.

This being the character of the institution under which we are now attempting to conduct public affairs, I can conceive of no sound reason, should there be any, for continuing the two Houses of Assembly to change it, why we should not reform and make it harmonize with our wishes.

2. Of the two modes of amendment, that by a Convention of delegates from the people, is the only one which meets our need. The mode by acts of successive Assemblies is dilatory, and is, indeed, hardly practicable, where many amendments are required. Such mode is appropriate only when a single amendment is wanted, or at most a few.

With defects and blemishes interwoven in every part, as in our case, it requires a council, sitting together, and freely interchanging views, to eliminate them thoroughly and leave the law in a consistent state. It is not possible to inform people in their neighborhood meetings of the intended sense of a variety of amendments, of their relations to each other, and of their general effect upon the whole. The experience of nations and history show that in such cases, a full understanding and complete and satisfactory work can only be done by persons acting collectively, *collegially*. The force of the objection to legislative amendment will be plain when you consider that each amendment must be in a separate bill in order to avoid the risk of losing the whole by the failure on the part of the second legislature to pass the bill. The first, a question is made as to the validity of the amendments of August 1873 upon the ground above indicated, which is now pending. We are informed in the Supreme Court of the State, a Convention is the only adequate remedy for the intolerable political evils that beset us, and the sooner it is called the better.

3. Premising all proper respect and deference to the authority of the General Assembly, and relying upon their better judgment for wise and patriotic action in the premises, I proceed to answer your third interrogatory. If the requisite number in each House concur in the necessity of a Convention I see no reason why it should not be called this winter.

They had turned from side to side for relief, but found none. No longer able to bear it, using the power still happily left in them by the laws, they now sent to the Assembly the suggestive number of two-thirds of Conservative Democrats opposed to these laws and to this rule. This is the way I interpret the elections of the summer.

The work of changing the Constitution is not done this winter it will amount to an indefinite postponement. It will be a confession on the part of the Conservative party that it is powerless for good, and the good sense of constituents will at once call for its dissolution. A two-thirds majority is a rare providence in the history of parties in free governments. If we fail to avail ourselves of it to accomplish an acknowledged necessary good, it would argue an indifference to the future of our State unworthy of freemen.

The objection to a Convention arising from apprehensions, that certain features in the Constitution, as it now stands, might interfere with the calling of a Convention by the Legislature at its approaching session for the purpose of amending the Constitution?

The Convention called in 1835 was a restricted Convention. The restriction was recognized as obligatory by the Convention and the merchants and some of the greatest minds North Carolina has ever produced, then in the Convention. I take it for granted, therefore, that a Convention now called can be restricted from interfering with certain subjects—such as the condition of the colored people of the State and the homestead provision now made by law, and that such restriction would be scrupulously obeyed. Not that I think such restriction at all necessary, but as for the colored people, the condition of the colored people of the State and the homestead provision now made by law, and that such restriction would be scrupulously obeyed. Not that I think such restriction at all necessary, but as for the colored people, the condition of the colored people of the State and the homestead provision now made by law, and that such restriction would be scrupulously obeyed.

It should be remembered that the Constitution cannot be changed except by a two-thirds majority in a two-thirds majority and in possession of the incidental powers and prerogatives. If this condition be "per se" such a happy one that no amendment of the Constitution should be attempted for fear of disturbing it, it follows, logically, that we shall never change our Constitution any more, however much we may think it needed.

I conclude by repeating the suggestion that tidal waves in politics are not periodic as are the tides of the ocean. They come now and then, when most needed, and wise men avail themselves of them to get into a port of safety.

I am, with much respect,
Your obedient servant,
M. E. MANLY.

Will our Conservative exchanges in the State give their readers the benefit of Judge Manly's views on the Convention question?

For the Journal.
Carolina Central Railway.

A recent travel over this rail road enables the writer to state that the great work which has been accomplished, in the completion of the line, is evidence of progress and of efficiency which meets the observing traveler on all sides, united to the impartial opinion of others who are fully competent to judge. The superior qualifications of the Engineer and Superintendent, Colonel Fremont, everywhere acknowledged to be one of the very best rail road managers in the South, is a fact which, with his characteristic energy and efficiency. While he throws his management and soul so nobly into the management and completion of this great enterprise, one of the most valuable of the superior qualifications of this able administrative officer, is his capacity to ensure proper attention to duty on the part of his subordinates. Neglect of duty will tolerate in none of those around and under him. Withal, he is a very friendly and accessible man, and his ready and unhesitating aid and assistance, made him so useful, time and contact with the world has given him more of the *suaviter in modo*, and herein consists an explanation of his increase of popularity as well as his increase in usefulness. While he is no politician, and heartily despises the tricks and arts of the demagogue, it is remarked all along the road which he so often traverses, that Col. Fremont nowadays is seldom out of humor.

The train will soon reach Monroe, already a thriving place, and destined to be one of our most thrifty and populous rail road towns. Indeed it is manifest that this entire road is destined to be dotted at almost every station with growing, enterprising and populous towns, and in a very few years. They have the back country to sustain them as well as the road, which is already enhancing greatly the value of the real estate and developing the material resources of the fertile and admirable country through which it passes. Having reached Monroe, we were informed that the track-layers will then commence at Charlotte and, working east, will meet about the middle of the year at the terminus of the road. What may we of Wilmington look for on the completion of this great railroad? An impetus will be given, not alone to our city, but to the adjacent sections and surrounding country, and hearts of all our citizens, and verify the predictions of its most sanguine and devoted friends. It will be the great artery and life-sustaining source of our growth, prosperity,

wealth and strength. In all these elements, as well as in population and enterprise, Wilmington will be doubled, tripled and quadrupled, in a few years, and Norfolk, Savannah and other cities on the coast will no longer be ahead of our rapidly growing city by the sea. That these statements, so full of interest to every Wilmingtonian, and which ought to excite the pride of every North Carolinian in behalf of this largest and most prosperous city in the State, are not visionary, but are reasonable and well-grounded, look at the vast and innumerable resources, and tremendous mines of wealth, ready to be poured into the lap of Wilmington as soon as the magnificent enterprise of this road is completed. We utter the authoritative assurances of those authorized to speak, in saying that at a very early day the road will be completed to Charlotte, one hundred and eighty-eight (188) miles from Wilmington. Thence on the Western Division, fifty miles further to Buffalo Creek, within four miles of Shelby, the line measuring two hundred and thirty-eight (238) miles from Wilmington to the foot of the mountains now about ready for the iron horse. As this Carolina Central Road taps at Charlotte, the system of railways, five in number, converging at that city, will necessarily draw the rich products of the Great West to Wilmington, where improvements now going on in our river and harbor, so auspicious for good, will make our port one of the best and most attractive on the Atlantic coast.

It is demonstrable that this is the shortest line from Charlotte to tide-water, by fifty-two miles, as against Charleston, one hundred and sixty-five as against Norfolk, and is ninety-five miles shorter than to Richmond. The location of the line, through vast and endless resources of timber, agriculture, and rich minerals, with feeders and arms stretching in all directions, no one who examines the map of the country through which it passes, and sees its actual and prospective connections, can fail to admit that it will not only be the great trunk line between Charlotte and Wilmington, but that it will build up our city as above indicated. Then, the merchants and all our business men take hope and vie one with another, in every way encouraging this road and in making wide and enterprising efforts to bring trade, freight and travel to our city. We are about to begin, as this road approaches completion, a new era of prosperity and greatness as a city. Facts and statistics, the relation between cause and effect, the history of railroads in this country, unite with the lessons of experience and the teachings of political economy, and the laws of commerce in proving these statements to be correct. We need more of faith, energy and determination; more of correct appreciation of our facilities and resources; more of energy in our political and social life; more of grateful regard and sustaining support of those leading men in Wilmington, the Cape Fear, and the whole State, who now, as in the past, wear the armor of patriotism, state pride and an uncompromising devotion to the moral, material, educational, and internal improvement interests of North Carolina.

OSWALD.
October 6, 1874.
[Special dispatch to the Baltimore Sun.]
The Approaching Session of Congress—Senator Carpenter and the Louisiana Question—Standers against the South—Stories of Outrages, &c.

THE COMING SESSION.
WASHINGTON, Oct. 5.—Information obtained from the best sources leads to the conclusion that the coming session of Congress will abound in as much, if not more, political discussion than any session since the close of the war, and that there will also be several important investigations set on foot. The prospect, therefore, for business legislation of any material consequence is slight, as the working days of the entire session will be comprised within the short space of about two and a half months.

It is not without interest to note that both Houses express the opinion that another investigation into Louisiana affairs cannot be avoided; and from the developments of the last few weeks it is apprehended such an investigation will be held, and be prosecuted as that which was conducted Winter before last.

SENATOR CARPENTER.
The political defence of his course in receiving a large fee from Mr. Kellogg reached here to-day. It has been much commented on, and the explanation of his position is very far from being satisfactory to any outside of those who have from first to last been in active sympathy with the Kellogg usurpation. It is now very clearly remembered that grave suspicions were entertained of the sincerity of Senator Carpenter's professions during the pendency of the Louisiana bill in the Senate, and several Senators remarked openly that they did not believe that he had any intention of passing the measure. Mr. Carpenter, however, his vote on the amendment to allow the new election provided for in the bill to be conducted under the auspices of Kellogg on the ground that otherwise Senators Sherman, Howe, and one or two others, would not vote for the bill. He had not the least shadow of an assurance from any of those Senators that they would vote for the bill under any circumstances, and he did have the most positive assurance from the entire body of Democratic Senators that they would not vote for the bill with the Kellogg amendment. He knew perfectly well that without Democratic votes the bill could not be carried, and when it was finally defeated he looked upon it as an additional indication that the Louisiana inquiry will bear still further picking. Leading Conservatives from that State aver their belief that if the full history is laid bare the blunted senses of the

most extreme haters of the South would recoil at the prospect.

SOUTHERN AFFAIRS AND THE ELECTIONS.
Contrary to the opinion which was expressed by Radical politicians here at the time of the uprising against Kellogg, advice received here from all quarters of the North and West are to the effect that it has had no untoward effect upon Conservative prospects at the approaching elections. It is learned, however, that the stories of Southern outrages which have been so industriously disseminated by the Attorney-General and the carpet-bag Congressmen have not been without some effect, and, in consequence thereof, the chances of Democratic success in some of the doubtful Congressional districts are not so promising as they were. Apropos of this "Southern outrages" business, it is understood that it is in contemplation by members of both the Senate and the House to offer resolutions, to inspect on the meeting of Congress to ascertain under what authority of law the military forces of the United States are made subject to the orders of the Attorney-General without the intervention of the War Department.

No doubt at all is now entertained here that the Chattanooga Convention, which is called to meet on the 13th of this month, has as its sole object the furtherance of the selfish and unprincipled designs of the very class of men to whom so many of the Southern States owe this day their disorganized and unhappy condition. It cannot as yet be ascertained that there will be a baker's dozen at the Convention of men who can in any proper sense claim to represent anything that is good in the South. It has already been said that "Senator" Patterson, who "put through" the South Carolina Republican Convention an endorsement of General Grant for the term, will be on hand at this Convention with a similar "endorsement." Mr. Patterson, it is said, claims that he will be as successful at Chattanooga as at Charleston. If so, this is a long and a bitter blow to the people of the South who will be about the only results which can be expected from this motley gathering. Some of those who propose being in attendance, and who are now here, are making a great ado over what they term extensive shipments of arms for the white leagues, which they allege have been made from Baltimore, Pittsburgh, and other points, although there is better evidence than any of them can furnish that quantities of arms which have been purchased in the last few months on Southern account were to the order of Radical emissaries and destined to be put in the hands of blacks.

As a movement to place properly before the country the real condition of affairs in the South and the true relations between the General Government and the States the project which has emanated from Nashville for a conference of Democratic Governors and influential representatives of both parties throughout the country may possibly result in benefit. Such opinion as has been expressed here to-day on the project is of a favorable character.

FROM THE ST. LOUIS REPUBLICAN.
SQUILLS.
Mr. Squills has been running for Office and Got Left.

When I got home last night, said Squills, the old lady was up waiting for me. I knew there was something in soak. There always is when she sits propped up in bed reading, and I knew it.

I wasn't feeling pretty good, said Squills, for I had been whitewashed in the convention, sold out body, boots and breeches, and I felt like a board yard heave with his back hair curled up from the wrong side up.

"Have you got the nomination, Squills, dear?"

I knew she had seen the evening paper, but I said "No, love," as mildly as I could, for all such snarls were beneath my notice.

"Not got the nomination, Mr. Squills?"

"No, Mrs. Squills, not that the court is aware of at this present writing. Certainly not, and I don't care if your citizens would be satisfied with a wooden railroad until such time as the wooden railroad would justify an iron rail to be laid; and would the stockholders of the plank road be willing to sell their road to a railroad company and take pay in stock of the railroad company?"

These wooden railways are being introduced in many parts of the country as branches and feeders to the regular lines of railway, and are found to pay where a more expensive structure would be impracticable, and yet have subserved the public convenience in every respect as well as an iron railway.

The Carolina Central Railway.
The Charlotte *Observer* says: The vigor in the prosecution of the work on this road in the suburbs of, and a short distance out from Charlotte is greater than since work was commenced on the road. The trestle over Town Creek, near Phifer's mill, has been completed, and is an excellent job. The timbers for the trestle over Briar Creek, two and a half miles from the city, have all been prepared, and work is now in progress on the trestle. It will be completed, we are told, by Saturday week. A quantity of iron has already arrived and is daily arriving, and track laying will begin from the depot here either to-day or tomorrow. The crossing of the track over the North Carolina Railroad was finished last evening.

The unusual vigor which has characterized the work on this road of late, is due to the well directed efforts of Captain V. Q. Johnson, the Assistant Superintendent of the road.

The grading on the road is just about finished, and two or three trestles yet to be built is all that is now delaying the road. In a very short time these will be finished, and track laying will begin and go on at a rapid rate, the iron, implements, and force for this all being ready, until the last rail is laid, and the Seaboard and Piedmont cities will clasp hands over a direct and solid line of iron. Speed the day.

Bladen Court.
The Fall Term of Bladen County Superior Court has been in session this week. It was the first Court of Bladen of our new Judge and Solicitor, and we are pleased to learn that they have already made an excellent impression on the minds of our country neighbors. It was thought that the business would all be disposed of, and that the Court would adjourn yesterday.

A friend who was present in the early part of the week says that the Judge and Solicitor were on the ground early, but could not open Court for want of a Sheriff. Mr. Sikes having failed to make his bond. Finally the Commissioners got together and elected Mr. Wm. J. Sutton, who filed his bonds, qualified and proceeded to open Court in due form about a o'clock P. M. A good many cases of minor importance were disposed of in rapid succession. The case of the Buies, Connells and Hobbs, indicted for assault and battery upon John A. Edwards, which has attracted considerable attention heretofore, was decided on Tuesday. The two Buies were convicted of assault and battery, and the other defendants were acquitted. It was understood that Riley Sutton, the negro who was indicted for killing a colored woman some time last winter, would be put upon trial Thursday. The Twiggs case was before the Grand Jury when our friend left about noon on Wednesday.

Matters about Elizabethtown were about the usual appearance at Court times, except that instead of five or six hundred negroes as heretofore, there were scarcely fifty on the Court yard at any one time.

Hail from Clinton to Warsaw.
SQUILLS.

Mr. A. Wilkins, the gentleman who, some time since, endeavored, unsuccessfully, to start a water works company in this city, has written to the editor of the *Clinton Reporter* proposing the organization of a company for building a wooden railroad from Clinton to Warsaw, and a meeting has been called to take place in the former town on the 17th inst., for the purpose of considering the matter. As the citizens of Wilmington are themselves deeply interested in any scheme which will connect us with Sampson county by rail, we make no apology for publishing here Mr. Wilkins' letter as we find it in the *Reporter*:

CHARLOTTE, S. C., Sept. 30, 1874.
Editor of *Reporter*, Clinton, Sampson County, N. C.:

DEAR SIR: Having seen an extract from your paper in the *Wilmington Journal*, from which I learn your people want a branch railroad from Clinton to Warsaw, I beg leave to say if your citizens would be satisfied with a wooden railroad until such time as the wooden railroad would justify an iron rail to be laid; and would the stockholders of the plank road be willing to sell their road to a railroad company and take pay in stock of the railroad company?

If this idea should meet the favor of your people, I think a company could be found to undertake the construction of such a railway, if local subscriptions along the line could be had to the extent of \$25,000 or \$30,000, the contractors to construct and bonds for all the road equipments would cost more than the sums named. Now can not 150 men be secured to subscribe \$200 each or say

If the road is really so much of a desideratum to your section, it would seem as if there ought to be but little trouble to raise this sum, and thereby have other parties come in to supplement what is necessary to complete the enterprise.

Please give me the length of the line by way of the plank road, and also advise me on what terms the plank road company will merge their line of way into the proposed railroad, and you may hear more from me on this subject. I believe you can have a railroad that will answer all the demands of your trade and travel, if your people really want such an improvement.

Very truly yours,
A. WILKINS.